

Men, in order to send them to trial, and to have their own

trial, before the State, by a state trial.

This course is much to be commended, as well as the humanity to the doomed man under Walker's command for the information it manifested of his guiltiness. The guilty violences of the rebels were, however, so great, and so abominable, that we cannot but feel sorry for the punishment of such a character, that we shall arrest and put down such lawless and impudent rebels.

"Our friends," he said, "are good men, but they are not

so good as we are."

The "Massachusetts"—Tuesday Committee—Banned

Law away from Home—Stupendous Project—

Railroad Six Hundred and Fifty Feet above a

River—Fighting and Boston Market vs. New

York—"Manifest Destiny" of Western Trade—

Where will Boston Merchants be Four Years

Hence?—The New Sound Steamers, &c., &c.

I drop you a note, to give you a few additional

facts relative to the Massachusetts Legislature, the

Panama Canal, &c. It is a beautiful sight on the

Sound. This vessel has taken the place of the Van-

derbilt, which is in the docks for a month, refitting

for spring. The large new steamer of this company

will not appear before August next—almost too late

for the season. We met the Bay State this evening

at six, as we left port. She was due this morning.

We have on board the large committee of the

Massachusetts Legislature. They are just now

quietly amusing themselves by voluntary vocal musi-

c from some of the members. Their manners and habits seem simple, upstressing, and rigid as the

Plymouth rock, while a dozen or more of them aver

that they were not among the number whom you to-

day reported as addicted yesterday to the fascinating

"roux" of the Astor. They say that the temperance

question will "appear" among them soon, and tales of the rosy world sound ready to Boston ears.

The committee to visit the boring machine left

five of their number to witness the experiment, with

five instead of three knives.

The route of this new railroad is by the Fitchburg

and Concord, and via the Merrimack to Green-

field, where the new railroad will meet the old one of Adams.

From this point it is about thirty miles to

Troy. The twenty-two miles saved are between "the

Connecticut and Hudson rivers; while the distance

from Boston to Springfield is greater than from Bos-

ton to Springfield. Alteratively the road would

shorten the distance eighteen to twenty miles.

This, however, is not so much the important point.

The tunnel saves 200 feet of grade. While the max-

imum on the new road will be thirty-nine feet to the

mile, it is on the Western road eighty feet. On the

latter road, the cars make a freight train.

It is divided into sections, according to the distance,

while on the new road forty or fifty cars could

be hauled by one engine. Boston understands all

this. She knows the value of the freight this new

channel would pour into her lap.

The highest part of the mountain above the tun-

nel is 1,800 feet; another peak is 1,400; while Still

river, running between the two ridges, crosses 650

feet above the tunnel. The four and a half miles

long will be the most stupendous of all similar

undertakings in the world; yet it can be made very

soon, the work being done by hand.

The cost will be \$1,000,000 per mile, or eleven hundred yards

per year. Two of these, cutting 2,200 yards per

year, would complete the work in three years and

seven months, by which time New York will have

effectually monopolized the channels of Western

trade, and absorbed in hermetopolitan commerce

as many of the best business men of Boston, that it is

not impossible that the road would be unnecessary

after all. This, however, is a problem that the Ad-

vertiser may smoke in his big pipe.

Our New England Correspondence.

STREETS AND HOUSES.—F. L. GORDON.

Wednesday night, Feb. 8, 1854.

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Intelligence from Lowell, Mass.

FIFTEEN STORES DESTROYED—NINE LADY MILLINERS

SCARRED OUT—LOSS \$20,000.

From the Lowell Tribune, Feb. 8, 1854.

The first paper—No. 17—in the Annual Report of

B. E. Temple, Adjutant General, on the numerical

strength, state of efficiency, discipline, and perfec-

tion of organization of the militia force of the state

of New York. From this paper, it appears that the

condition of the force has improved very much

during the past year.

The second paper—No. 40—we have the Sixth

Annual Report of the State Prison Inspectors. From

this it appears that the number of convicts remaining

in Auburn prison on the 1st of December, 1853, was

748; twenty-five were transferred to Clinton during

the year, leaving the daily average at 733.

The entire amount of the revenue of the state was

\$75,797.31 from which \$6,561.75 has to be deducted

as the value of State land. Ordinary expenses

were \$6,712.16.

One hundred and ninety convicts remained in

Clinton prison at the close of the year, and the daily

average number was one hundred and ninety.

The average earnings amounted to \$87,207.77, from

which various sums were paid.

The third paper—No. 41—we have the

Sixth Annual Report of the State Prison Inspectors.

From this it appears that the number of convicts

remaining in Auburn prison on the 1st of December, 1853, was

748; twenty-five were transferred to Clinton during

the year, leaving the daily average at 733.

The entire amount of the revenue of the state was

\$75,797.31 from which \$6,561.75 has to be deducted

as the value of State land. Ordinary expenses

were \$6,712.16.

The fourth paper—No. 42—we have the

Sixth Annual Report of the State Prison Inspectors.

From this it appears that the number of convicts

remaining in Auburn prison on the 1st of December, 1853, was

748; twenty-five were transferred to Clinton during

the year, leaving the daily average at 733.